

AMENDMENTS TO THE SPECIFICATION:

Please replace the paragraph beginning on page 11, line 3 with the following rewritten version:

B1
-- A hub flange 6 is a disk-shaped member disposed to radially outside of the spline hub 3 and axially between the clutch plate 21 and the retaining plate 22. The hub flange 6 is elastically connected to the spline hub 3 in the rotational direction via the first springs 7 and elastically connected to the input rotary member 2 via the second springs 8. As shown in detail in FIG. 7, a plurality of internal teeth 59 is formed on the internal edge of hub flange 6. The internal teeth 59 are disposed between the aforementioned external teeth 55 and are arranged with a prescribed spacing in the rotational direction. The external teeth 55 and the internal ~~the~~ teeth 59 can touch against one another in the rotational direction. In short, the external teeth 55 and the internal teeth 59 form a first stopper 9 that serves to restrict the twisting angle between the spline hub 3 and the hub flange 6. The stopper mentioned here allows relative rotation to occur between the two members up to a prescribed angle but prevents relative rotation beyond the prescribed angle when the teeth 55 and 59 touch against each other. A first gap angle $\theta 1$ is secured between each external tooth 55 and each of the two internal teeth 59 located on both sides thereof in the rotational direction. A first gap angle $\theta 1p$ is formed between each external tooth 55 and the internal tooth 59 on the R2 side thereof, and a first gap angle $\theta 1n$ is formed between each external tooth 55 and the internal tooth 59 on the R1 side thereof. The sizes of the first gap angles $\theta 1p$ and $\theta 1n$ are different. The first gap angle $\theta 1p$ is preferably larger than the first gap angle $\theta 1n$. --

Please replace the paragraph beginning at page 18, line 10 with the following rewritten version:

B²

-- Elastic members 104 are disposed inside the second holes 102. The elastic members 104 serve to soften the impact when the stud pins 62 move to the R2 side of the first holes 101. The elastic members 104 can be made of such materials as rubber or elastic resin. However, it is preferred that the elastic member 104 be made of a thermoplastic polyester elastomer. The shape of the elastic members 104 is roughly cylindrical. As shown in FIG. 9, the axial length of elastic members 104 is roughly the same as the thickness of the hub flange 6 and is smaller than the axial gap between the pair of friction plates 11 and 11'. Thus, a relatively tiny gap is secured between each axially facing surface of the elastic members 104 and each of the respective friction plates 11 and 11'. The elastic members 104 are shaped roughly the same as the second holes 102. There is a slight gap between the elastic members and the wall face of second holes 102. Therefore, the elastic members 104 can move in the axial direction with respect to hub flange 6. Even when the elastic members 104 have moved as far as possible in the R2 direction away from the first hole 101, a portion of each elastic member 104, i.e., a contact section 104b, is positioned in the region where, or near where, the first hole 101 overlaps the second hole 102. Consequently, the stud pins 62 can touch against elastic members 104 when they move to the R2 side of first holes 101. --

Please replace the paragraph beginning at page 19, line 3 with the following rewritten version:

B³

-- Next, the members that constitute the friction generating mechanism are described. Referring to FIGS. 3 and 4, a second friction washer 72 is disposed between the inner circumferential portion of the friction plate 11, which is on the transmission side, and an

B3
inner circumferential portion of the retaining plate 22. The second friction washer 72 chiefly has a main body 74 and is preferably made of resin. The friction surface of the main body 74 touches against the surface of the transmission side friction plate 11 that faces the transmission. An engaging part 76 axially extends from an inner circumferential portion of main the body 74 toward the transmission. The engaging part 76 engages with the retaining plate 22 such that relative rotation cannot occur, and also secures the retaining plate 22 in the axial direction. A plurality of recessions 77 is formed on the transmission side of an inner circumferential portion of the main body 74. A second cone spring 73 is disposed between the main body 74 and the retaining plate 22. The second cone spring 73 is arranged so as to be compressed between the main body 74 of the second friction washer 72 and the retaining plate 22. As a result, the friction surface of the second friction washer 72 is pressed firmly against the friction plate 11. A first friction washer 79 is disposed between the flange 54 and an inner circumferential portion of the retaining plate 22. Thus, the first friction washer 79 is disposed radially inside of the second friction washer 72 and radially outside of the boss 52. The first friction washer 79 is preferably made of resin. The first friction washer 79 chiefly has an annular main body 81 and a plurality of projections 82. The plurality of projections 82 extends outward in the radial direction from the annular main body 81. The main body 81 touches against the flange 54. The plurality of projections 82 engages the recessions 77 of the second friction washer 72 such that relative rotation cannot occur. As a result, the first friction washer 79 can rotate integrally with the retaining plate 22 through its engagement with the second friction washer 72. A first cone spring 80 is disposed between the first friction washer 79 and the inner circumferential portion of the retaining plate 22. The first cone spring 80 is arranged such that it is compressed in the axial direction between the first friction washer 79 and the inner circumferential portion of the retaining plate 22.

B3
Furthermore, the force exerted by the first cone spring 80 is designed to be smaller than the force exerted by the second cone spring 73. The first friction washer 79 is made of a material having a lower coefficient of friction than the second friction washer 72. Consequently, the friction or hysteresis torque generated by first friction washer 79 is much smaller than the friction generated by second friction washer 72. --

Please replace the paragraph beginning at page 24, line 3 with the following rewritten version:

B4
-- As shown in FIG. 10, a small friction mechanism 15 is provided between the input rotary member 2 and the spline hub 3. The small friction mechanism 15 is constituted such that sliding always occurs when the input rotary member 2 and the spline hub 3 rotate relative to each other. In this embodiment, the small friction mechanism 15 chiefly has the first friction washer 79 and third friction washer 85, but it is also acceptable to use other members. Additionally, depending on the situation, it is preferred that the hysteresis torque generated by small friction mechanism 15 be as small as possible. --

Please replace the paragraph beginning at page 30, line 1 with the following rewritten version:

B5
-- It is also acceptable to wrap an elastic member 106 around the ~~stub~~ stud pins 62 as shown in FIG. 22. Here, holes 111 are shaped like a simple elongated circle or ellipse. This embodiment, too, provides the same effects as the previous embodiment. An acceptable variation is to provide the elastic members on only one side of the pins. --
